

**LEGISLATIVE SERVICES AGENCY
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

200 W. Washington, Suite 301
Indianapolis, IN 46204
(317) 233-0696
<http://www.in.gov/legislative>

FISCAL IMPACT STATEMENT

LS 7097

BILL NUMBER: HB 1418

NOTE PREPARED: Dec 30, 2002

BILL AMENDED:

SUBJECT: Trucks and Seat Belt Law.

FIRST AUTHOR: Rep. Budak

FIRST SPONSOR:

BILL STATUS: As Introduced

FUNDS AFFECTED: X GENERAL
X DEDICATED
FEDERAL

IMPACT: State & Local

Summary of Legislation: This bill narrows the definition of truck in the motor vehicle law to a motor vehicle designed, used, and maintained primarily for the transportation of property. It makes it a Class D infraction if the operator of a motor vehicle with a passenger less than 12 years of age does not restrain the child by a child passenger restraint system or safety belt. The bill repeals a similar provision in current law that applies only to passenger motor vehicles.

Effective Date: July 1, 2003.

Explanation of State Expenditures:

Explanation of State Revenues: There will be a reduction in revenue, the amount of which will depend upon the number of sport utility vehicles (SUVs) and wagons currently registered as a truck, but will need to be registered as a passenger vehicle in the future.

Currently, the owner of an SUV and a wagon has the option of plating the vehicle with a truck plate or with a passenger vehicle plate. Truck license plates cost \$29.75, \$49.75, or \$79.75, depending upon the size of the truck. The cost of a passenger motor vehicle plate is \$20.75. Specific data on the number of vehicles in each of these categories are not available, but the Bureau of Motor Vehicles is undertaking a study to make this determination. [Note: Upon receipt of this information, the fiscal note will be updated.]

The following table shows the current distribution of the registration fee and the resulting net loss to each fund for each vehicle that now would be registered as a passenger motor vehicle.

Vehicle Type	Total	MVHA*	Primary Road and Street	Local Road and Street	Public Safety Fee	Crossroads 2000 Fund	Technology Fund	BMVC**
Passenger	\$20.75	\$10.75	\$0.00	\$0.00	\$0.25	\$3.00	\$0.50	\$6.25
Truck	29.75	15.25	1.93	1.57	0.25	4.00	0.50	6.25
Difference	(\$9.00)	(\$4.50)	(\$1.93)	(\$1.57)	\$0.00	(\$1.00)	\$0.00	\$0.00

*Motor Vehicle Highway Account

**Bureau of Motor Vehicles Commission

The MVHA is used for construction, reconstruction, and maintenance of roads. The Primary Highway Road and Street Account is used by the Department of Transportation for construction, reconstruction, and maintenance. The Local Road and Street Account is used for engineering and acquisition, construction, maintenance, resurfacing, restoration, or rehabilitation. The Public Safety fee is used for construction, maintenance, and equipping of and/or leasing of State Police facilities. The Crossroads 2000 Fund may be used for construction or reconstruction, demolishing or removing any buildings, among several other uses. The Technology Fund is used for the acquisition of technology for the BMV.

For each vehicle that is registered as a passenger motor vehicle rather than a truck, there would be a reduction of \$1.57 to the Local Road and Street Account. In addition to the reduction in fee revenue, the vehicle would now be included in the formula for the distribution of Local Road and Street Account funds. Depending upon the geographic location of these registrations, the distribution of Account funds could shift between counties. In FY 2002, approximately \$76.7 M were distributed through the Local Road and Street Account.

The specific impact will depend upon the number of vehicles which now would be registered as passenger motor vehicles.

Penalty Provision: If additional court cases occur for seat belt violations, revenue to the state General Fund may increase if infraction judgments are collected. The maximum judgment for a Class D infraction is \$25, which is deposited in the state General Fund.

Explanation of Local Expenditures:

Explanation of Local Revenues:

State Agencies Affected: Bureau of Motor Vehicles; Bureau of Motor Vehicles Commission; Department of Transportation.

Local Agencies Affected: Those units who receive distributions from the Local Road and Street Account and the Motor Vehicle Highway Account; Trial courts, local law enforcement agencies.

Information Sources: Bureau of Motor Vehicles registration and distribution data; Jane Morrical, Director of Treasury of the Bureau of Motor Vehicles, 232-2822.

Fiscal Analyst: James Sperlik, 317-232-9866.